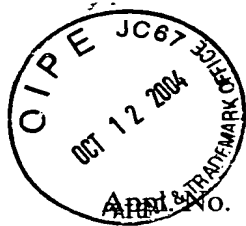


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## IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

App. No. : 10/509,591

Applicant : Peter Schelhas et al

Filed : September 29, 2004

TC/A.U. : Unknown

Examiner : Unknown

Docket No. : R.304407

Customer No. : 02119

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Date: October 12, 2004

**INFORMATION DISCLOSURE STATEMENT UNDER 37 CFR 1.97(b),  
AND EXPLANATION OF THE RELEVANCE OF THE CITED PRIOR ART**

Sir:

The undersigned hereby requests that the prior art cited on the attached prior art statement be placed of record in the application file.

This citation of prior art is made under 37 CFR 1.97(b), since it is being filed within three months of the filing date and also before receipt of the first Office action.

The relevance of the prior art cited on the attached form 1449 is as follows:

**US 2002/0043253 A1**

This patent teaches an electronic return-less fuel system for a vehicle that includes a fuel pump to pump fuel from a fuel tank. The electronic return-less fuel system also includes a fuel rail that is fluidly connected to the fuel pump to distribute the fuel to the engine of the vehicle and a pressure transducer to sense the pressure of the fuel from the fuel pump to the fuel rail. The electronic return-less fuel system includes a controller electrically connected to the pressure transducer and the fuel pump to control the pressure of the fuel from the fuel pump to the fuel rail at a set operating pressure. The electronic return-less fuel system also includes a pressure relief valve interconnecting the fuel pump and the fuel rail that is to be set at a predetermined amount above the set operating pressure and at least one jet pump disposed in the fuel tank that is fluidly connected to the pressure relief valve.

**US 2002/0020397 A1**

This patent teaches an electronic return-less fuel system for a vehicle that includes a fuel pump to pump fuel from a fuel tank. The electronic return-less fuel system also includes a fuel rail that is fluidly connected to the fuel pump to distribute the fuel to the engine of the vehicle and a pressure transducer to sense the pressure of the fuel from the fuel pump to the fuel rail. The electronic return-less fuel system includes a controller electrically connected to the pressure transducer and the fuel pump to control the pressure of the fuel from the fuel pump to the fuel rail at a set operating pressure. The electronic return-less fuel system further includes a pressure relief valve interconnecting the fuel pump and the fuel rail that is to be set

at a predetermined amount below the set operating pressure to leak fuel back into the fuel tank.

**EP 1 195 514 A2**

This patent teaches a system in which a common rail (6) supplies a number of injectors (5) of the cylinders (3) of an engine (2), and is supplied by a constant-displacement high-pressure pump (7) which is in turn supplied by a low-pressure, variable-delivery, variable-pressure, motor-driven pump (11). The control device has an electronic control unit (31) for receiving signals indicating operating conditions of the engine (2). The suction side of the high-pressure pump (7) has a choke (41) and the control unit (31) controls the motor-driven pump (11) to vary the fuel pressure upstream from the choke (41) between a predetermined maximum value and a predetermined minimum value. This regulates the fuel intake of the high-pressure pump (7) within a predetermined range.

**DE 100 58 674 A1**

This patent teaches a method for operating an internal combustion engine (10), especially of a motor vehicle, in which the fuel is conveyed under pressure (pr) into a fuel collector line (20). The fuel is supplied to at least one combustion chamber (12) through at least one injection valve (18). If the fuel pressure (pr) in the fuel collector line (20) exceeds a set value (G), a control signal (72) corresponding to an interruption in the conveyance of fuel into the fuel collector line (20) is generated.

**DE 199 13 477 A1**

This patent teaches a method that involves regulating the quantity of fuel to an engine with a quantity control valve (15) and a high pressure pump (16) connected after it. The quantity control valve is influenced by a battery voltage to which the valve is subjected and/or depends on the resistance of a coil within the quantity control valve. An Independent claim is also included for a control element, esp. a ROM, for a controller as well as for a fuel delivery device.

**DE 41 23 367 A1**

According to the teachings of this patent, an electrically driven fuel pump (7) is mounted in the reserve section (3) and is provided with fuel, even if the main tank is at a low level. This is achieved by having the surplus return flow of fuel driving a venturi pump (23) in the bottom of the tank and filling the reserve section (3). A non-return valve (30) at the bottom of the reserve section fills the reserve when first filling the tank. A higher fuel level in the main tank compared with the reserve section opens the non-return valve. A higher hydraulic pressure in the reserve section holds the non-return valve closed. The pump output duct (15) and the return flow duct (20) are mounted into the fuel tank cover. The primary advantage offered by this system is a fuel pump that may be constantly primed as well as eliminating any fuel starvation problems if the engine is parked on slope.

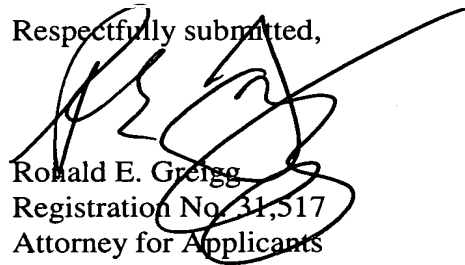
Appl. No. 10/509,591  
IDS filed October 12, 2004  
Prior to first Office action

**DE 199 51 132 A1**

This patent teaches a method for reducing the fuel pressure in a non-return fuel supply system of an internal combustion engine to a desired pressure value, with at least one fuel pump being mounted in said fuel supply system. The aim of the invention is to provide a simple device with which the fuel pressure in the fuel supply system can be reduced without providing additional pressure relief valves. To this end, the fuel supply system and the internal combustion engine are operated in a pressure reduction mode in which at least one fuel pump of the fuel supply system is controlled or regulated in such a manner that the desired pressure value is reached. The fuel supply system is preferably a common rail accumulator fuel injection system for a direct-injection internal combustion engine.

Examination of this application is respectfully requested.

Respectfully submitted,



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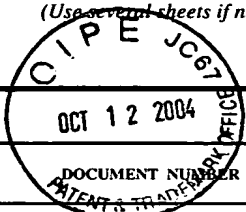
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10 Rec'd PCT/US 12 OCT 2004

# INFORMATION DISCLOSURE SECTION

(Use several sheets if necessary.)



Docket Number (Optional)

R.304407

Application Number

10/509,591

Applicant(s)

Peter SCHELH et al.

Filing Date

September 29, 2004

Group Art Unit

## U.S. PATENT DOCUMENTS

*EXAMINER INITIAL	REF	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE

## U.S. PATENT APPLICATION PUBLICATIONS

*EXAMINER INITIAL	REF	DOCUMENT NUMBER	DATE	NAME	CLASS	SUBCLASS	FILING DATE IF APPROPRIATE
		2002/0043253 A1	18 Apr. 02	Begley et al.			July 30, 2001
		2002/0020397 A1	21 Feb. 02	Begley et al.			June 8, 2001

## FOREIGN PATENT DOCUMENTS

	REF	DOCUMENT NUMBER	DATE	COUNTRY	CLASS	SUBCLASS	Translation	
							YES	NO
		EP 1 195 514 A2	10 Apr. 02	European			✓	
		DE 100 58 674 A1	06 June 02	Germany				✓
		DE 199 13 477 A1	05 Oct. 00	Germany				✓
		DE 41 23 367 A1	21 Jan. 93	Germany				✓
		DE 199 51 132 A1	10 May 01	Germany				✓

## OTHER DOCUMENTS

(Including Author, Title, Date, Pertinent Pages, Etc.)


EXAMINER

DATE CONSIDERED

EXAMINER: Initial if citation considered, whether or not citation is in conformance with MPEP Section 609; Draw line through citation if not in conformance and not considered. Include copy of this form with next communication to applicant.